

MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

- (1) present a record of the actions taken to attempt to achieve compliance; and*
- (2) provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.”*

Vessel's Name:

Vessel's Flag:

IMO Number:

Voyage Plan

Previous port of call:

Port of Destination:

First U.S. Port of Arrival:

List of all port visits on the present voyage beginning with the Port of Origin and ending at Port of Destination:

1. Port of Origin:

2nd Port call:

3rd Port call:

4th Port call:

5th Port call:

6th Port call:

7th Port call:

8th Port call:

9th Port call:

10th Port call:
(Insert more as needed)

Date and Time Vessel Received Notice about NA-ECA transit:

Location of Vessel when notice was received:

Date and Time vessel is expected to enter the NA-ECA:

Date and Time vessel is expected to exit the NA-ECA:

Projected number of days vsI will be in breach with sulphur content in the NA-ECA:

Sulfur Content of Fuel Oil used when entering the NA-ECA:

Sulfur Content of Fuel Oil used while operating in the NA-ECA:

A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a description of the compliant fuel oil, and a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available due to unavailability of compliant fuel oil in the area).
Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non-availability of compliant fuel oil. suppliers contacted and the dates on which the contact was made.

Enter Text Here :

Torm A/S approached both Monjasa as physical supplier and OW Bunker as trader November 11th, 2013 if any low sulphur fuel oil was available. Unfortunately both replied that LSFO is not available in the area. Vessel has therefore no alternatives to bunker LSFO enroute to the port.

Monjasa A/S
Strevelinsvej 34
7000 Fredericia
Denmark
Tel.: (+45) 70 260 230
Fax.: (+45) 70 260 233
E-mail: denmark@monjasa.com

O.W. Bunker Germany GmbH
Neumühlen 11

In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fuel oil and compliant fuel oil. (in case needed)

Enter Text Here: N/A

Describe the availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that fuel oil.

Enter Text Here

- The intention is to take LSFO in New York at Stapleton anchorage inbound.
- Availability statement from suppliers as per November 13th: Avails fine - no disruptions.

If compliant fuel oil is not available at the first port-of-call in the United States, describe the lowest sulfur content of available fuel oil in the United States.

Enter Text Here: N/A

If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the date of arrival, and the date of departure.

Enter Text Here :

- Vessel have not been operating in the North American ECA in the prior 12 months

If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the previous 12 months, provide the date of submission and the name of the reporting party.

previously submitted, and provide details on the dates and ports previously visited while using non-compliant fuel oil.

Enter Text Here:

- Vessel have not been operating in the North American ECA in the prior 12 months

Provide all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship owner, who is authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.

Shipowner:

Torm A/S
Tuborg Havnevej 18
2900 Hellerup
Denmark

Shipmaster:

Torm Saone
Captain Capt. P.K.Vinayak

Operators:

1) Marie-Louise Sonne
Email: mls@torm.com
Phone: +4539179247
2) Jacob Schou-Nielsen
Email: JSN@torm.com
Phone: +4539179383

The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable only if it contains the following affirmation:

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U

Signed:

Dean Francis Menezes

Authorized Company Representative

Fuel Oil Non-Availability Report
North American Emmissions Control Area
(NA-ECA)

Torm Saone
Denmark
9295323

(Note: This plan should reflect what is in effect at the time
of the vessel's entry into the North American ECA)

Bonny NLNG
New York
New York

Bonny Inshore Terminal
New York

08.11.2013

Lome

02.12.2013

10.12.2013

>3,5%

>1%

Description of all attempts that were made to locate alternative sources of fuel oil available at ports on “intended voyage;” fuel oil supply disruptions at port; etc. (availability of compliant fuel oil). Include names and addresses of the fuel oil

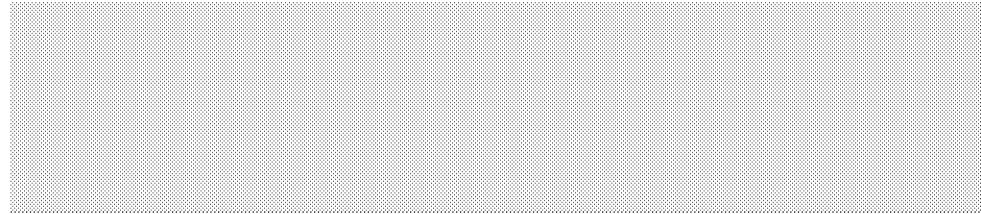
Fuel oil is available in the area of Bonny, Lome, Lagos, Tema and Takoradi range.
No USA.

the name of the fuel oil supplier that is now reporting the non-availability of

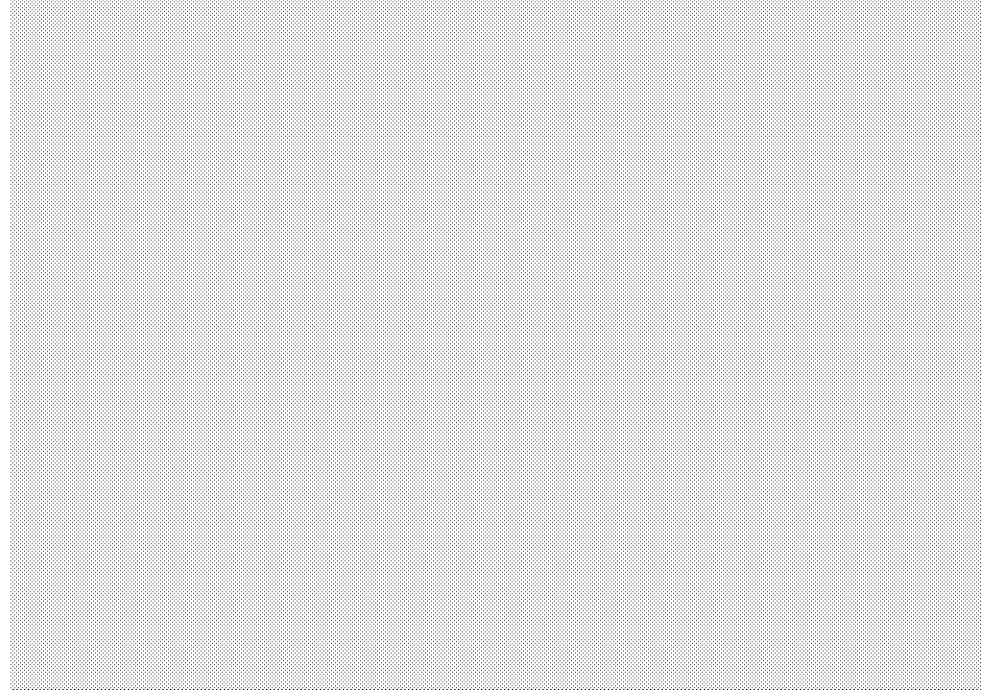
fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in

es of the port calls, and whether the vessel used compliant fuel oil.

is 12 months, identify the number of Fuel- Oil Non-Availability Reports



and any related parent companies. Also include a designated corporate official on.



if the report is signed by an authorized representative of your company and

*, true and complete. I am aware that there are significant penalties for
S.C. § 1001."*